

## Official and Classified ADVERTISEMENTS

Continued from page 15

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## Meet the Danes...

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We have the pleasure to invite you to see a group of companies, which has specialized in supplying one of the most modern fishing fleets working in the North Atlantic Sea.

Special products for the shore industries are some of the products of the group. We like to mention some of the products as follows:

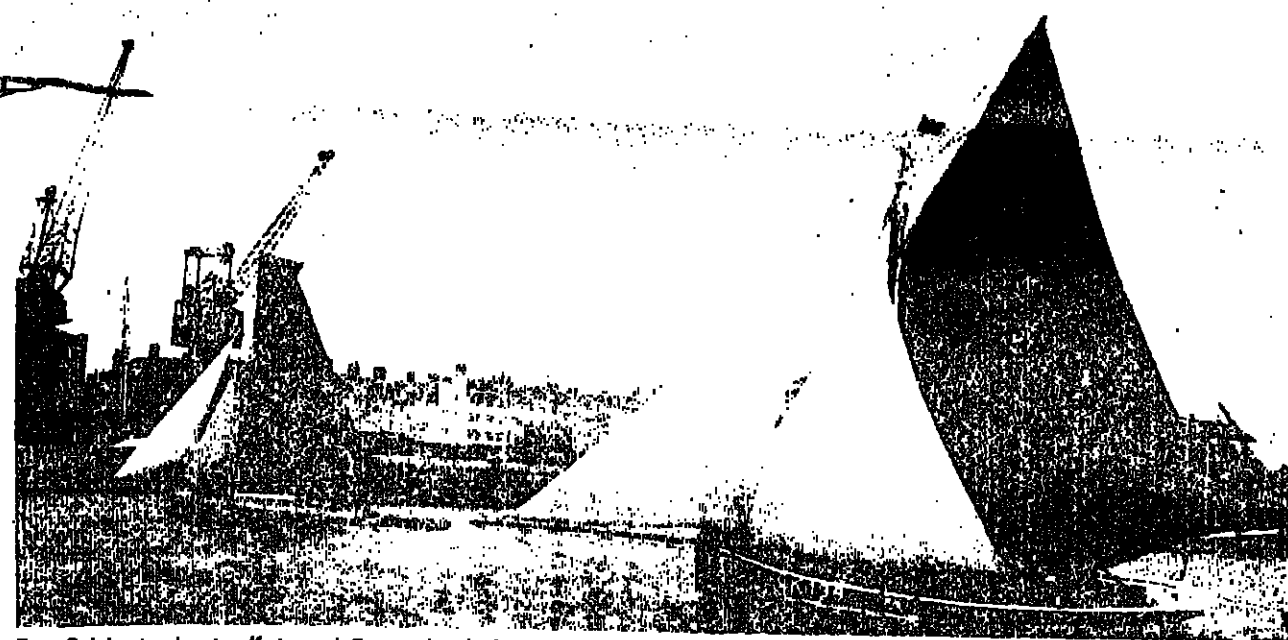
Midwatertrawls, bottomtrawls, self-winding netwinches, hy-

draulic and mechanical winches, wirewinches, step-up-boxes, fishing gears, storage tanks and conveying plants for fishmeal (raw material), separator conveyors, shrimp shell tables, hydraulic industrial jacks, fish box washing machines, hydraulic bilge pumps (deck pumps), etc.

Postal contact with The Export Group of North Jutland can be made through.



The Industrial Development Council of North Jutland, Nordjyllands Erhvervsråd, Vejgaard Torv 1, DK-9000 Aalborg, Denmark.



Two Colchester boats, *Kate* and *Peace*, battle it out in the Thames Oyster Smack Race.

## Third win for big oyster smack

FOR THE third time A.D.C. has won the Thames Oyster Smack Race which got off to an earlier start this year at 10 a.m. when the fleet left Gravesend.

Dick Marman's big smack has only once failed to finish first out of four races and it has been suggested that in future events he be made to tow two buckets astern to give the other competitors a chance.

The race was held on Friday, August 27, and the forecast that morning gave NE winds of Force 5 to 6, locally 7. It blew very fresh at times, but never reached a Force 7.

Although she did not take the lead at the start it was A.D.C.'s race from quite early on.

At first *Kate* led by a good margin, but eventually A.D.C. caught her up and established an effective lead. *Peace* and *Hyacinth* were almost level, then *Peace* drew ahead while *Gracie* started chasing them in earnest.

But they reckoned without the eddy tide off Greenhithe, where the tide runs down more often than it does up, and this knocked the speed off them for a while. *Victory* kept to the Essex shore and avoided this trap.

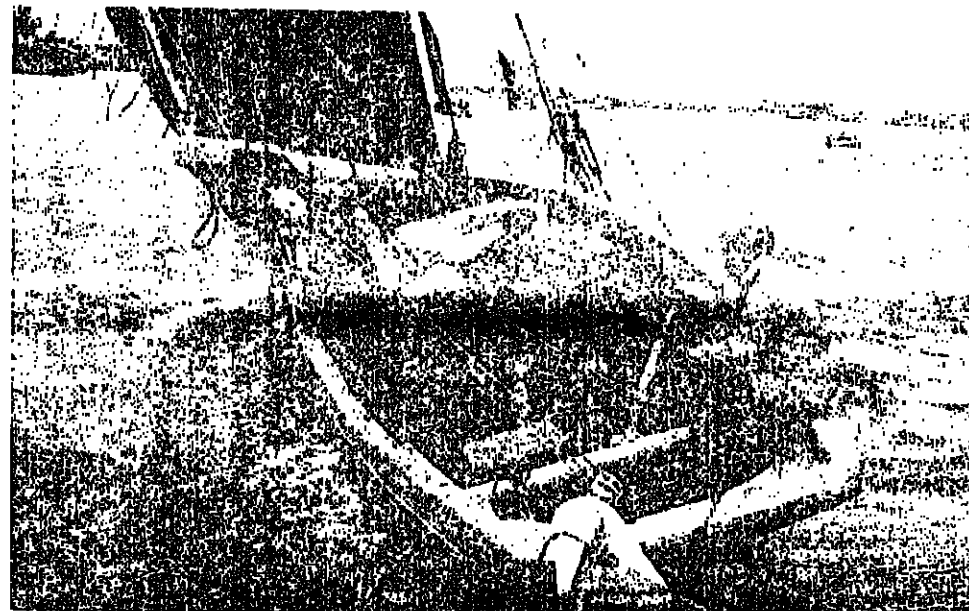
Another hazard was a big baulk of timber (a jetty pile by the look of it), which was drifting athwart the tide, but fortunately nobody hit it.

The Kentish boats - *Stormy Petrel*, *Gamecock* and *Rosa* and *Ada* - were unfortunate this year, and the Colchester-registered *Katie* was the last one home, but there were many hard-fought races between individual boats.

Fourteen boats entered, but two were unable to be present, so the field was: *Victory*, LO111; *Gracie*, CK 48; *Hyacinth*, CK 268; *Peace*, CK 171; *Rosa* and *Ada*, F 105; *Gamecock*, F 76; *Katie*, CK 139; *Katie*, CK 82; *Priscilla*, MN 76; *Maud*, MN 21; *Stormy Petrel*, F 71; and A.D.C., CK 431.

Just below Erith we passed *Everton*, a big Grimsby-registered steel trawler, built in 1968 but looking in a bad way, her name barely visible among all the rust. I was told that she was going to the breakers.

Although not fitted with a topmast, I noticed *Hyacinth* setting a small topsail at some stages of the race, and she and



Top: *Peace*'s crew push the smack on to second position. Above: Dick Marman owner of the winning vessel, A.D.C., proudly shows off his prize. Right: The prize for the most authentic-looking crew went to *Gamecock*.

*Peace* fought it out all the way up river, with Brian Kennell, the young skipper of *Hyacinth* doing remarkably well against the experience of "Snowball" Hewes, the veteran oysterman who was sailing *Peace*.

The latter boomed-out her staysail at Beckton, followed by *Katie*. Although there was never any doubt that A.D.C. would win, in the later stages of the race it was anybody's guess whether *Katie*, *Peace* or *Hyacinth* would get 2nd and 3rd place, and the finishing order was 2nd *Peace* and 3rd

Continued on page 16

### FISHERMEN'S MISSION

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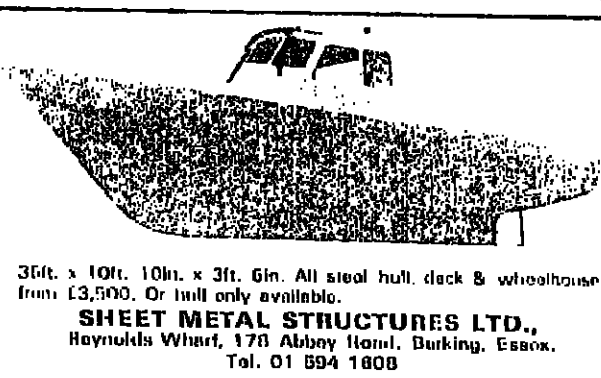
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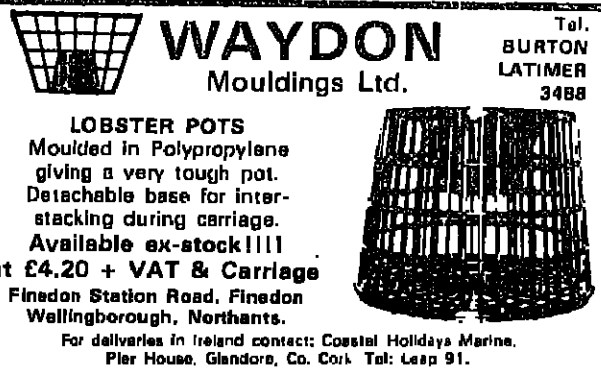


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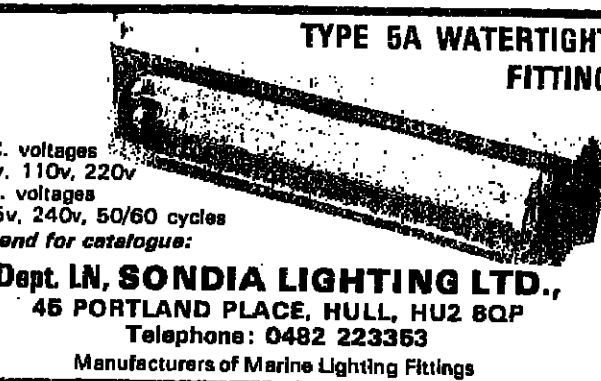
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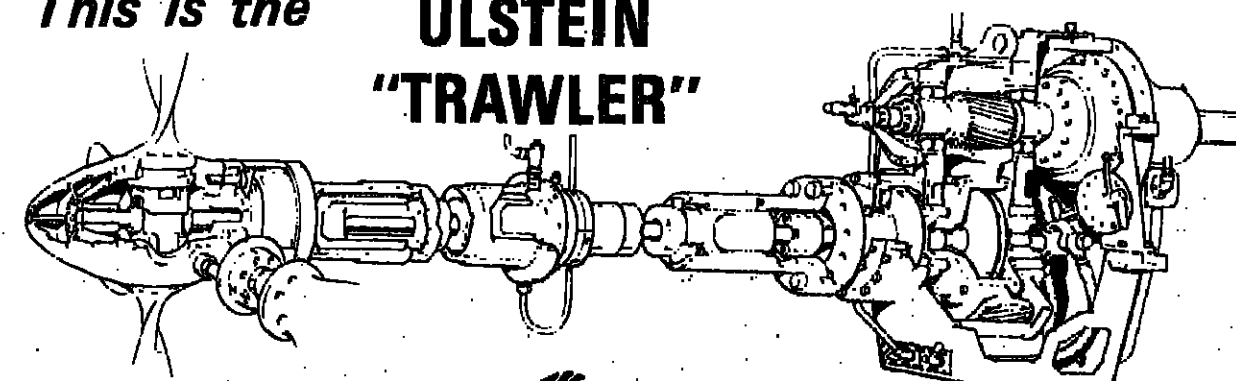


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# What happens when an undersea cable is cut...

STRANGE objects lurk in the sea's depths and it is often fishermen who find them and bring them to the surface. Recently a boat working off Southwold brought up a 7ft. long cannon barrel. Massive anchors are another welcome catch, usually necessitating a big net-mending job.

Down in the south-west, if you work in Lyme Bay, you could even snag a railway locomotive!

There are five down there, somewhere. They were the deck-cargo on a ship and were lost overboard in bad weather years ago.

These objects usually only affect individual boats; a much more serious catch is an undersea telephone cable. For if you cut one to get free of it, 2,400 circuits could go out of action seriously disrupting communications between countries.

Only a cable-ship can find and repair the broken cable and *Fishing News* reporter, Pat O'Driscoll, recently made a day-trip aboard such a ship C.S. *Monarch* based at

the port of Southampton.

She is the Post Office's latest cable-repairer, incorporating some remarkable technical advances so that she can work under worse sea conditions than previous ships — a Force 7 and a three knot tide is no longer an impossible combination.

*Monarch* and her sister-ship *Iris* (due to enter service this year) are primarily intended to repair submarine cables in depths of water ranging from 7,000 metres to water in which they just remain afloat. Further inshore, the specially-designed ship's boats are capable of tackling repairs.

Previously, cable ships were only able to work continuously in the Western Approaches in winds of up to Force 5, which on average allowed them to operate about one day in every ten. This was not good enough when you consider the implications of a break in a Transatlantic cable.

Communications between England and America have been possible, on a continuous basis, since *Great Eastern* laid the first effective cable in 1866. Over the years a web of cables has extended from Britain to other countries. On the south coast, for example, there are seven cables going across the Channel between St. Margaret's and Sandgate. It is estimated that the telephone traffic doubles every four years, necessitating more cables to cope.

Unfortunately it is trawling gear which is responsible for most breaks in undersea telephone cables and Continental beam-trawlers are said to be among the worst offenders.

Although the average British beamer is a small vessel in comparison with her Continental rival, they can pick up a cable. And other doors can also snag in cables, resulting in damage which the Post Office has to repair.

Captain Tuckwell of *Monarch* gave me the accompanying photographs of damaged cables from his collection. He said he didn't want them back — he would soon get more, and possibly worse, examples!

Several broken lengths of cable recovered by the ship are kept aboard. Massive-looking stuff, it is problematical whether the smaller class of fishing vessel could cut it.

A maul and cold-chisel would not be very effective, although a hacksaw might do it given enough time.

One example had been severed with a welding or a cutting torch: you could see by the fused polythene sheathing.

Some fishing craft do carry a portable set on board and, although it's a quick way out of a difficult situation, it is a dangerous and irresponsible action which causes a

shore cable stations, where engineers carry out tests on the cables which enable them to find the position of the damage.

The information is transmitted to the cable ship, where the Master is able to plot the position of the break from charts showing the position of the cable when laid. The cable ship may need to load the type of cable which has been damaged, together with spare repeaters (torpedo-shaped objects spaced at the intervals along the cable to amplify phone calls).

At the Southampton depot, stocks of every kind of submarine cable laid in British waters since the war are held.

Once the repair ship has arrived at the estimated spot, the real search begins. The cable could be out of position due to tidal action, or the pull of trawling gear.

It could also be buried in sand, especially if the fault is anywhere along the Covehithe-Katwijk cable, because this is an area of sand-waves. It is not certain whether sand-waves are stationary or not, but they are an appreciable hazard.

Off Winterton, a recent survey indicated sand-wave nearly 50 ft. high, so this gives some idea of the problem.

If the cable is out of position, then the only way to locate it is with search gear and grapnel — usually a slow job. There might be a break in the cable, or it may be just badly damaged and still hanging together.

If damaged, the relevant section must be brought aboard, stoppered-off, the damaged part cut out and the ends tested each way before a new section of stock cable is spliced into each of the ends.

What a trawler can do to a submarine cable. This cable came from the Covehithe-Katwijk route which has many breaks each year.

If it's a break, one end must be found, brought to the surface, tested, buoyed and the other end searched for and also tested when brought inboard.

A stock cable is spliced on to the end, and this cable paid out until the end already buoyed is picked up, at which stage the stock cable is cut to length and spliced into this in turn.

There's a lot more to it than a simple wire splice. There is a high-tensile copper covered steel core, which must be crimped with a ferrule. Polythene sheathing around the cable is moulded together under heat and then the return tapes, of copper or aluminium which form part of the electrical circuit, are restored.

Next comes a further polythene mould, and then the armoured wires, with a four-fathom overlap at each

end of the stock cable section. Then it is taped around with stainless steel tapes.

Once the polythene moulding is restored to the cable, it is tested with an X-ray camera to make certain there are no foreign bodies or air spaces present. However tiny, these must be found and eliminated before the joint is completed and the cable is returned to the seabed.

It's a 24-hour job and the weather is generally doing its worst. In modern cables a complete splice will take from six to eight hours.

Some cables are damaged more often than others. The two cables A and B between Covehithe and Katwijk are out of service as often as in — rather like a constantly vandalised telephone box ashore.

Up to the end of May this year there had been six faults on cable A (over the whole of 1975 there were 28 faults) and

cable B had 10 faults in the same period (13 in 1975).

Next year's figures will obviously be far worse if faults go on happening at the present rate. And this is just one of many cables radiating from the British Isles.

*Monarch* has to be exceptionally manoeuvrable, so that she can work cables effectively in wind and sea. In addition to a bow-thruster, she has an active rudder (in which a propeller is incorporated, as distinct from the main propeller).

Her navigational equipment is exceptionally sophisticated and every one of her officers holds a Master's Certificate — a unique combination on a comparatively small ship.

A job in progress is to replace the nine existing cables across the Solent, from Portsmouth to the Isle of Wight. These are being recovered and, in their place, will be laid two cables specially designed to take all the traffic of the nine mentioned earlier, and future growth.

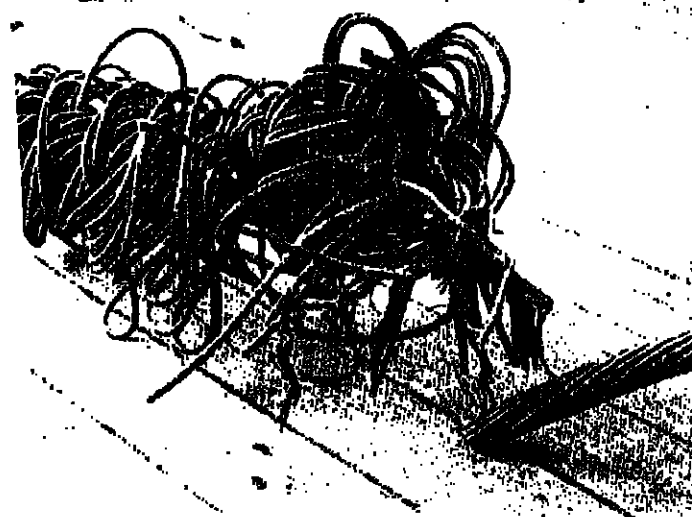
From the general map can be seen the approximate location of cables around the British Isles. The Post Office will supply charts showing exact positions, so that they can be avoided.

The North Sea has three charts — Nos. 2182 A, B, and C — and other areas are also dealt with.

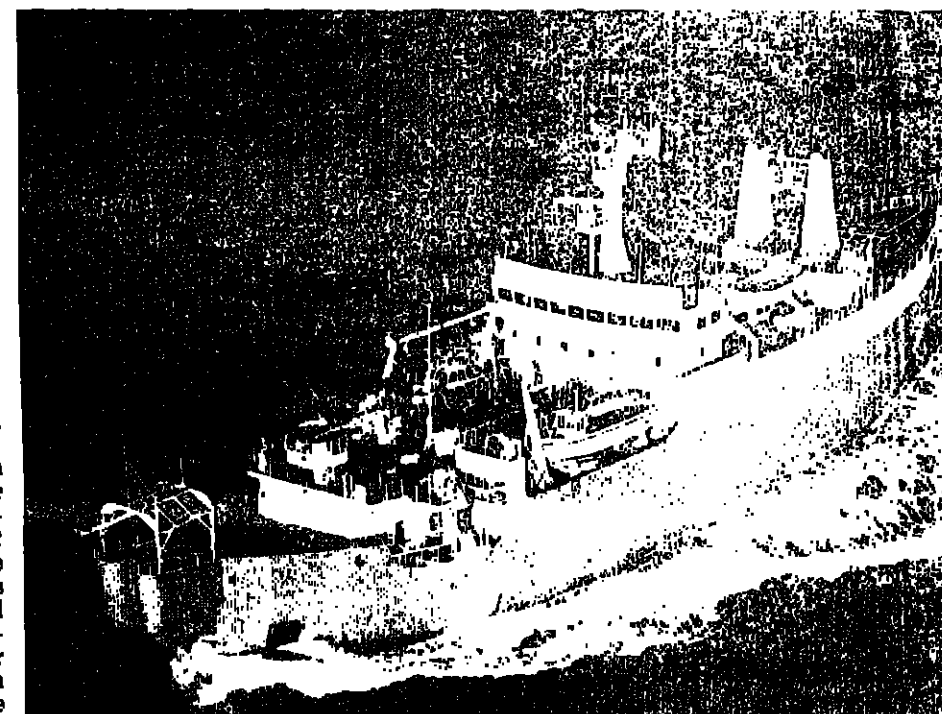
To obtain copies, contact: Post Office Telecommunications, Central Marine Depot, Berth 203, Western Docks, Southampton, Hampshire, SO1 0HH. Telephone: Southampton 775577.

Mr. R. Aitken, assistant marine superintendent of the

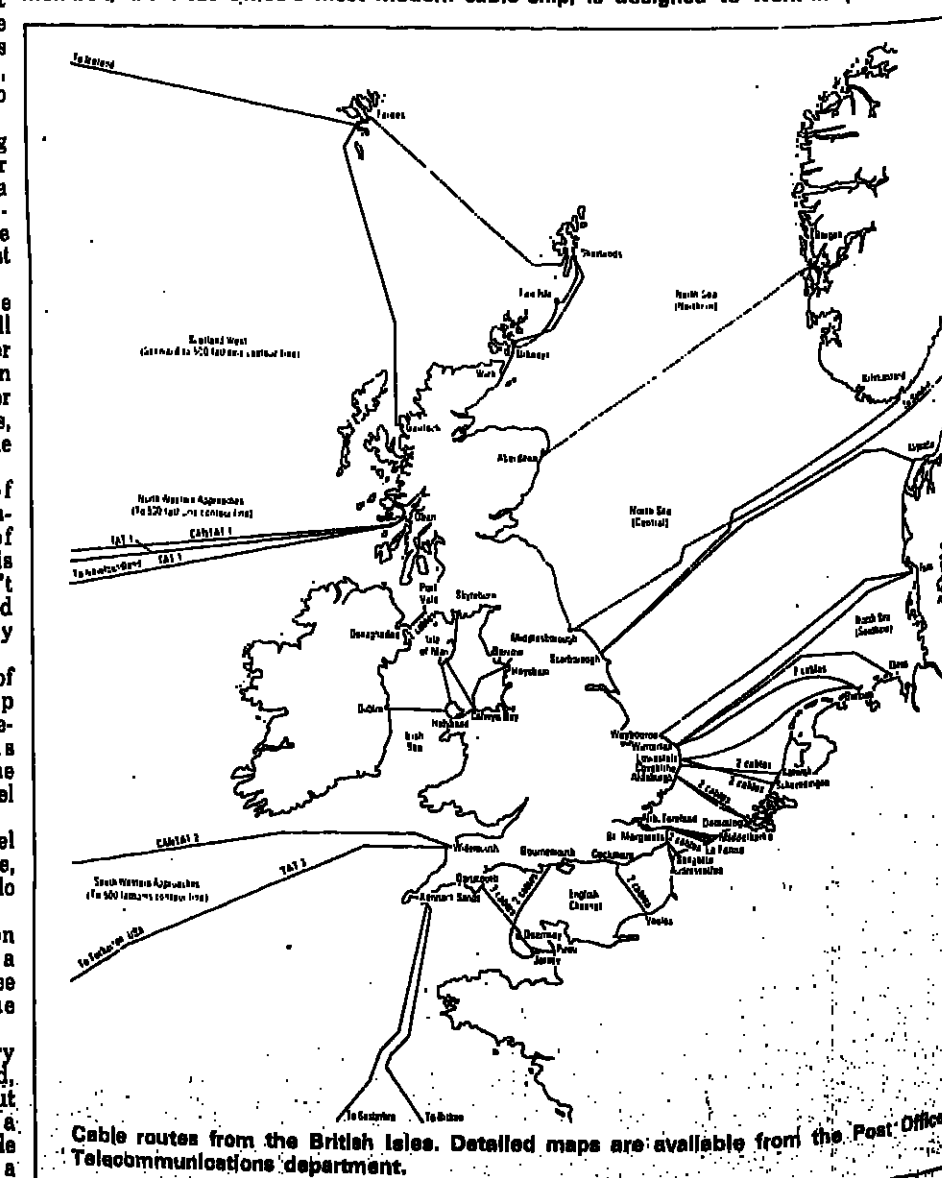
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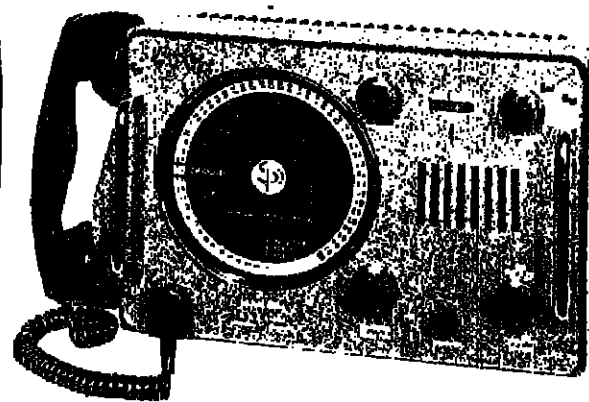
Mangled cable recovered by C.S. *Monarch*.



*Monarch*, the Post Office's most modern cable-ship, is designed to work in quite heavy weather.



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# WORKBOATS

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Scottish Fisheries Show  
Aberdeen, September 15 — 21**



# WEST COUNTRY SHOW REPORT

THE ANNUAL West Country Boat Show, which took place at Plymouth last month, can hardly have claimed any benefit from moving to a site close to the city centre. Previously staged on the docks, exhibitors were disparaging about the switch 'inshore' which marooned them in clouds of swirling dust on what appeared to be a ramshackle bomb-site.

Over 50 exhibitors took part in the show, organised by the Plymouth Incorporated Chamber of Trade and Commerce. Many of the fishing firms taking part were also critical of the scope of the show, which saw them lumped in with caravans, fashion stands and art displays.

Frayed tempers began to subside a little when it was seen that fishermen had travelled from a wide area to peer through the dust and dirt. Many stands reported brisk business and, here, we look at some of the equipment on show.

## Big rush for new sounder range

LOW ON price and high on power, the new Depmar 100 series echo sounders made a sensational exhibition debut. "If I could have had 30 sets on the stand I would have sold them all," said Chris Northmore of Marine Electronics Services, Plymouth, agent for Kelvin Hughes, which is marketing these Japanese manufactured sounders in the UK. Brandishing a bundle of orders, Chris Northmore added that he would be able to start supplying sets in around six to eight weeks time. One party of fishermen from way up the north-east coast made the trip to Plymouth just to get a close look at the new sounders and came away well satisfied. Extensive trials have already been carried out with the Depmar 103 (Fishing News, August 13) aboard a Plymouth boat and the unit gave a transmitted power underwater of 109 D.B. Price for the basic 103 is around £640 to £680, depending on the frequency and transducer fitted.

The other model in the Depmar range, the 131, has six recorder ranges covering down to 120 fathoms and is in the price range £330 to £456. One Plymouth skipper, owner, Mr. I. Critten, who had ordered two of the new sounders for his boats, the 35ft. *Starlight* and 39ft. *Arcadia*, told *Fishing News* that he had been impressed by the clarity of the picture he had seen on the local boat which had been carrying out trials with the equipment.

The 103 unit has eight depth scales down to 280 fathoms. Operating frequency is 50 KHz or 200 KHz. Recording is on 6in. wide dry paper. Also attracting a lot of attention on this stand were two recently introduced heating units from Webasto for vessels in the 20-100ft. range.

## GURDY GETS A FACE-LIFT

IN READINESS for the coming mackerel season, the firm of Spencer-Carter has been updating its hydraulic gurdy and adding a combined capstan and line hauler to the range.

The well-tried gurdy now has a speed control on-off valve. A dog clutch has been provided for letting the line out and there is an automatic line stop.

The combined capstan and line hauler, just introduced, has a 1,000lb. pull and is priced at £295. Another version is available with a pull of 600lb.

All the equipment is cast in high grade cast iron and, on the line hauler, an alloy top cover plate is fitted to reduce the problem of snagging from fish hooks and strops when hauling.

On the capstan, the bearing housing and plate are cast in marine grade aluminium. The driving loads are carried by one large bearing race.

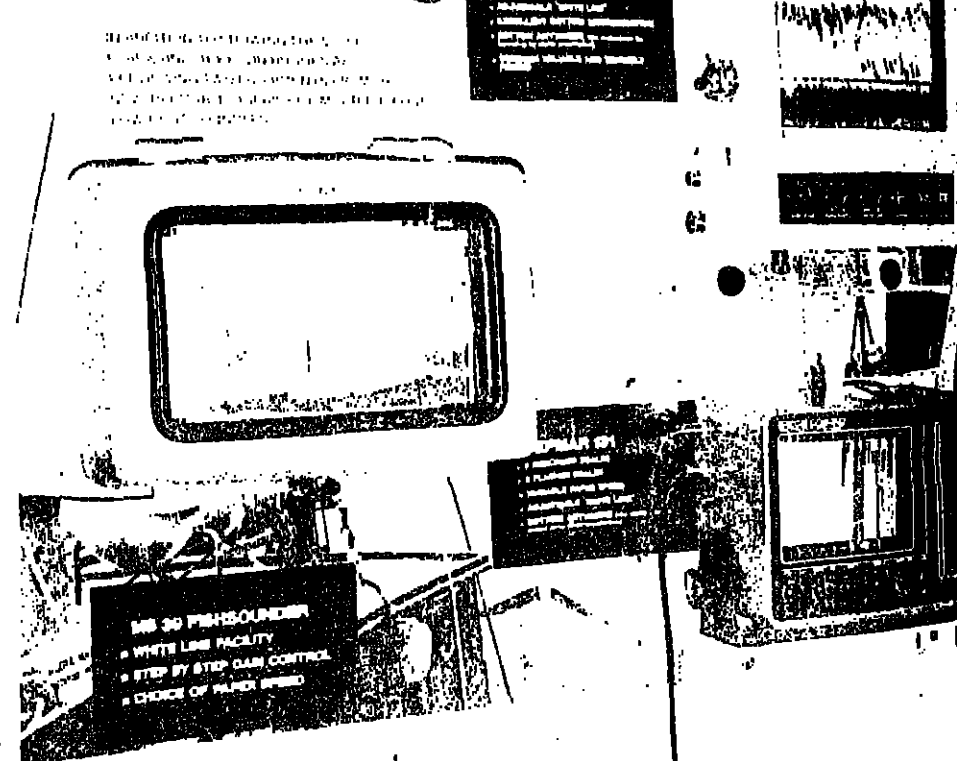
The capstan and line hauler are also produced as single units. The capstan with a 600 and 1,000lb. pull, and the line hauler with 600lb. and 900lb. pull. The line selector is fully adjustable and cast in bronze.

The same pump clutch unit powering the gurdies is used for the capstan and line hauler range. Both variable and fixed pump units are available.

Top: Spencer-Carter stand. Above: updated version of the company's mackerel gurdy. Right: Treve-Porthleven 25-footer.

Prices for the line hauler are: 600lb. pull £225; 900lb. pull £275. Capstan 600lb. pull £185 and 1,000lb. pull £255.

## ECHO SOUNDERS



Above: Kelvin Hughes MS39 sounder, and Depmar 103 and 131 sounders on the Marine Electronics Services stand. Below: the Depmar 131 exposed for viewing.

## New 'baby' from Lister

MOUNTED on the hull of a "Plymouth Pilot" 18ft. GRP boat hull was the prototype of a new engine soon to be released by Lister Marine. This new "baby" is a single-cylinder, air-cooled, unit rated 5.25 bhp at 2,500 rpm.

Known as the LTIMG/R, this Lister unit is fitted with raised hand starting and has already completed 2,000 hours test running.

Apart from this new engine, the Plymouth Pilot 16 and 18ft. hulls on Monochorum Manufacturing Co.'s stand were also attracting a lot of attention. Over 300 of these hulls have now been produced and a large number are used for fishing. Early on during the show when *Fishing News* visited the stand, Monochorum had already chalked up an order for an 18-footer from a West Country fisherman working out of Cadgwith Cove. The 18ft. hull has a beam of 6ft. 8in. and draft, 1ft. 6in.

The Plymouth Pilot is supplied as a hull with deck mouldings for completion by boatbuilders. For home completion, a 28-page illustrated

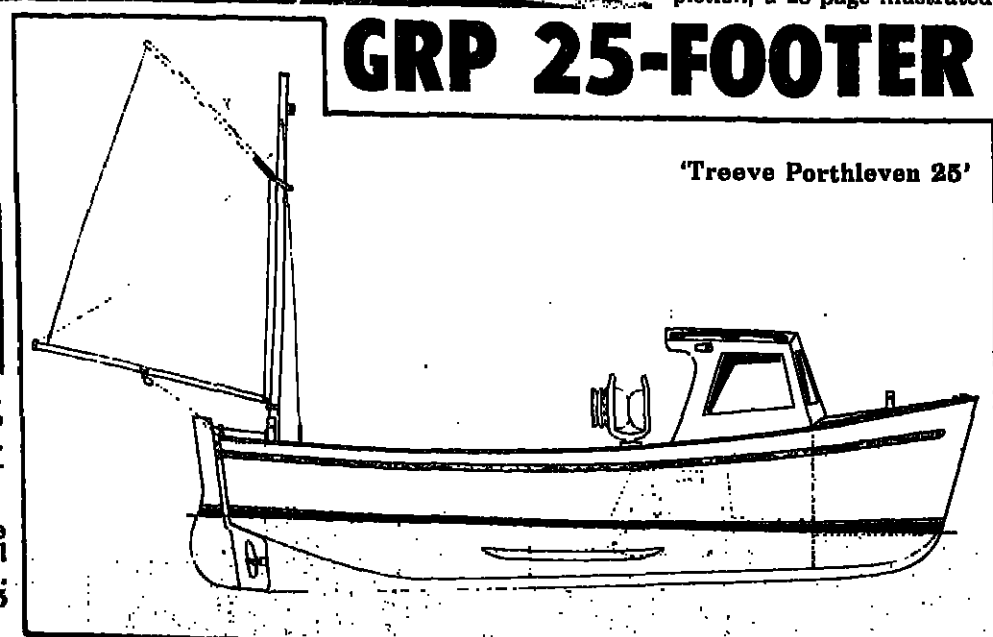
manual can be provided. Monochorum is also agent for the Sabh range of diesel engines.

**Hull a draw**  
THE Saltram 24 ft. GRP hull, produced by K. R. Skentelbery, attracted interest from fishermen. This resulted in five quotations being supplied.

One of these tenders was for a Welsh fisherman who had taken a close look at the first "Saltram hull 24" completed to NFA specification which recently started operating in Cardigan Bay.

Right: Lister's prototype 5.25 bhp engine. Below: the 'Saltram 24' GRP hull.

## GRP 25-FOOTER GOING AHEAD



'Treve Porthleven 25'

WHATEVER the outcome of the problems surrounding the Porthleven Shipyard in Cornwall, production of the new 25ft. GRP hull will go ahead.

This was made clear on the stand of Treve Marine, a new firm now to produce hulls which were to have been fitted out at Porthleven. Facilities are available in the Treve yard at Hayle for completing the hulls.

Already, two orders have been placed, by Cornwall fishermen for the 25-footer which was displayed in a general arrangement plan. Named the "Treve Porthleven 25", there was plenty of interest in the

## AMONG THOSE TAKING PART

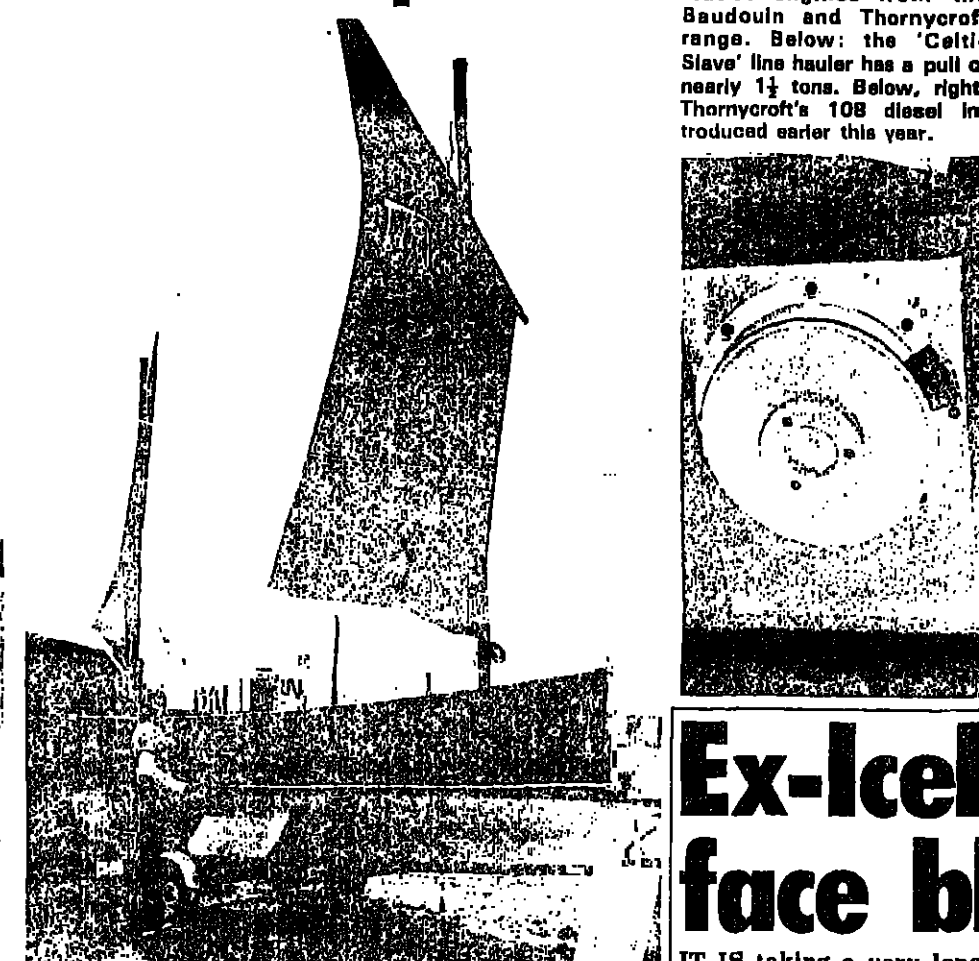
Calor Gas; Calstock Marine Services Ltd.; International Yacht Paints; Marine Electronic Services; Monachorum Manufacturing Co.; Norman Pearn & Co. Ltd.; Post Office Telecommunications; A. Ray Burn (Plymouth) Ltd.; Seabourne Electronics; K. R. Skentelbery & Son Ltd.; Spencer-Carter; Treeve Marine; Tregatreath Yacht Yard.

# Debut for high-powered hauler



RAY BURN (PLYMOUTH) LTD.

## Toshers on parade



GRP HULLS moulded on old Cornish "Tasher" lines are now big business. With a mould taken from a craft over 100 years old, Terry Heard at the Tregatreath Yacht Yard, at Mylor Creek, Cornwall, had an eye-catching exhibit at the entrance to the show (above).

Five versions of the Tasher are available. With lugger rig, the basic boat (which includes fore, after and side decks sheathed with GRP and rudder with tiller steering) is priced at £1,010. Versions with gaff outter rig and with raised foredeck and dodger are also produced.

Further evidence of the Tasher revival was seen at the show on the stand of Tamar Marine Enterprises Ltd. This 18ft. version, with a beam of 6ft. and draft, 1ft. 3in., can be supplied with sail and power.



show. The main dimensions of the hull are: 18ft. length, 6ft. 6in. beam, 8ft. 6in., and draft, 2ft. 6in. A version is expected out priced at £3,500 mark, with a price of £1,300 to the actual.

IT IS taking a very long time for the Grimsby distant water trawlers displaced from Iceland because of low monthly quotas to acclimatise themselves to alternative grounds.

Most of the vessels have been switched to the middle water grounds where their performances are so disappointing, at a time when the smaller conventional middle water trawlers have been putting together some good catches and grossings, that they are running deeply in debt.

During August ten of these big vessels landed Westerly, or Faroe-Westerly, catches at Grimsby with only two, *Ross Kipling* (£21,452) and *Blackburn Rovers* (£14,719) grossing more than £14,000; the figure not too far removed from the average break-even trip for conventional middle waters.

During the same period, and working much the same grounds, 25 middle water trawlers also landed at Grimsby, but of these 19 grossed £14,000 or more, and only two made less than £10,000 compared with four of the distant waters.

The big 185ft. "K" class BUT trawlers are going through an especially lean spell and, apart from the above-mentioned catch by *Ross Kipling*, turned in just £12,568 from *Ross Kipling*, £9,093 from *Ross Kelvin* and £8,433 from *Ross Kharlam* and *Suarella*.

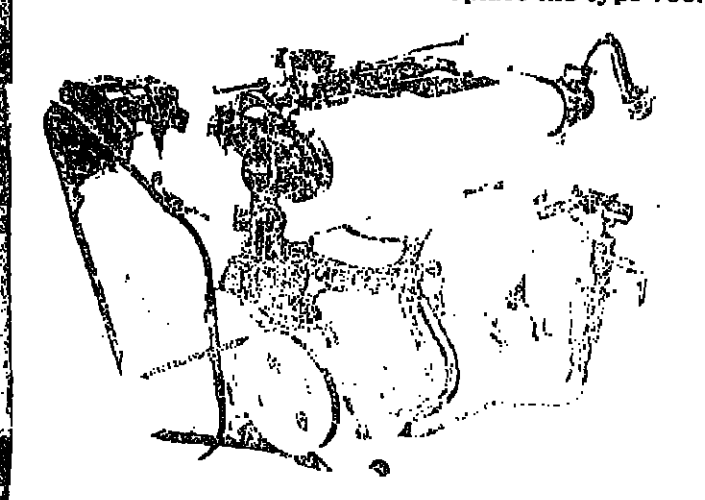
LOOKING SET to make a big impression was a sturdy and powerful new hydraulic line hauler and Thornycroft was among a wide range of equipment on the stand of well-known West Country agent, A. Ray Burn (Plymouth) Ltd.

Claimed to have a pull of well over a ton, the "Celtic Slave" hauler has already been ordered for a big new crab boat due soon for Browse Bros. of Falmouth.

Two versions of the hauler are offered. Fitted with a Dowty variable speed pump, the hauler comes out at around £1,400 and, with a Vickers pump (not variable) £1,980. Strong interest is also being shown in this new hauler

The 108 model can be supplied with either a Borg-Warner 71CR or PRM 140S direct-drive gearbox.

Due out early next year is a new Thornycroft marine engine, the L12. With a full power take-off from the front and a different crankshaft, this will replace the type 760.



## Ex-Iceland trawlers face bleak future

during the month. In addition *Ross Juno*, although more suited to middle waters, managed £7,735.

Consolidated Fisheries Ltd. were most fortunate. Its 140-footers diverted to the Westerlies are less expensive to operate, but even so it suffered a hefty loss when *Crystal Palace* picked up £8,491.

Apart from this setback *Notts Forest* (£13,645 and £11,059) was the other trawler to land in addition to the *Blackburn Rovers* trip and the firm seems near to regular paying trips. Nor has Consolidated put all its "spare" trawlers onto the middle waters and is fishing the White Sea with *Gillingham*.

Soon too, *Real Madrid* will have completed a £35,000 face-lift and she will assume the role of a multi-purpose trawler capable of a host of different fishing operations. A net drum for pelagic fishing has just been fitted to her after deck.

Unless there is a marked improvement in grossings, particularly from these displaced vessels, the outlook is bleak.

## Four freezers land at Milford

"ABSOLUTELY delighted" — this was the reaction of Charles Drever, trawler manager for J. Marr and Son Ltd., following the unloading of four of the firm's freezer vessels at Milford Haven.

First in was *Crisicilla*, followed by *Junella*, commanded by Skipper Alf Eagle.

The former landed more than 300 tons and the latter topped 500 tons. Then came *Cordelia*, back from the White Sea under Skipper Ronald Baughman, with 600 tons. She was followed by *Suarella*.

I must pay tribute to Roy Evans (manager of the Milford Docks Co.) for his assistance.

This operation has been a ray of hope for Milford as it has proved capable of handling freezers.

The vessels were landed by crane and the fish put on refrigerated lorries to be taken to Hull.



# shell fish chat

THE crawfish, or spiny lobster, is one of the least well known of our shellfish.

It can be found on the rugged seabed off the south-west coast of Britain, the south and west coasts of Ireland, as well as in the Mediterranean, the Channel Islands and off the Atlantic coasts of France, Spain and Portugal. There are also small stocks off the west coasts of Scotland and Norway.

Cornishmen fishing out of ports like Newlyn and St. Ives make a fair living from crawfish, using pots and tangle nets to catch them.

You used to be able to dive for them in the shallower in-shore waters, but now they have disappeared into the deeper water offshore, sometimes 15-20 miles out from the Cornish coast.

Most of the catches are large, weighing something like 4-6 lb. each. It is very rare to catch a small crawfish as no one seems to know where the "nurseries" lie.

Crawfish are often called "hornfish" because of the beaks, or "horns", on their heads.

They don't have large claws like lobsters, just a small pair of legs in the normal-sized pair of legs in their place. The orangey-red

body is covered with sharp, protective spines and the tail is not as stiff as a lobster's. Spawning takes place between August and October and, as with lobsters and crabs, the eggs are carried by the female on the underside of her tail; as many as 151,000 have been counted on one female. She carries them for 8-10 months and during this time migrates to deeper water.

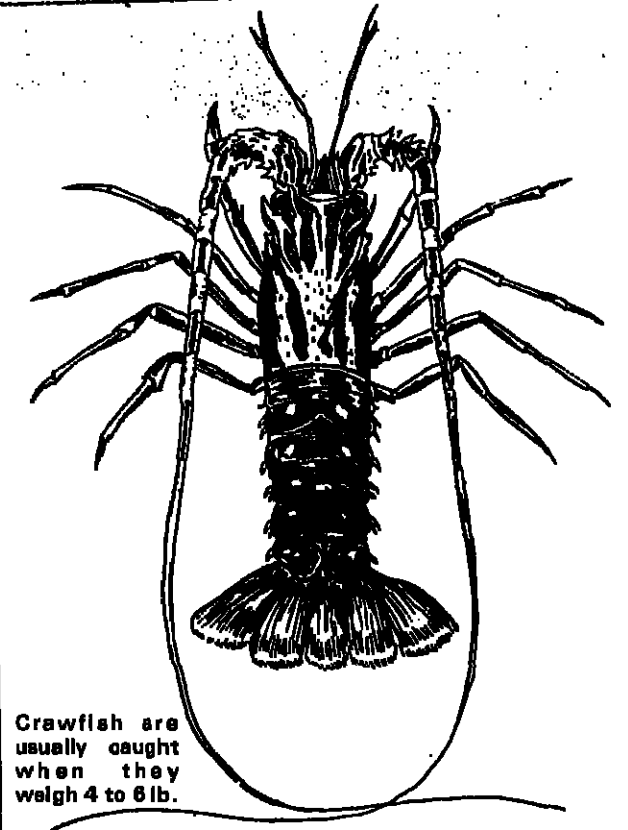
The larvae hatch in May, June or July and rise to the surface to swim freely in the plankton. This stage can last as long as a year, in comparison with the planktonic stage of the crab's larvae, which is about three weeks. Many of them do not survive. They can drift hundreds of miles in the sea currents and the mackerel, sprat and herring find them a very tasty food.

Like all crustaceans, crawfish grow by moulting and they are soft-shelled for about a month after casting the old shell. The age of a crawfish is difficult to determine. They probably mature after three or four years. The mature females have a peak moulting period during July or August; males moult much earlier in the year and more often than the females, therefore, they grow larger.

Old fishermen tell tall tales about the breeding antics of the crawfish after they have moulted in the summer. They say that the male sits on a rock and charms the females into a "harem" all around him; then he mates with each one in turn. Divers have reported seeing this happen.

Local fishermen have laid part of the blame for the fall in crawfish catches at the divers' door. Where the divers helped themselves to the large claws like lobsters, just a male crawfish in the normal-sized pair of legs in their place. The orangey-red

no longer come in to mate.



Crawfish are usually caught when they weigh 4 to 6 lb.

On television recently was a programme by Jacques Cousteau about the Caribbean spiny lobster. There was a beautiful shot of spiny lobsters migrating in a long single line over the sea bed.

Unlike lobsters, common crawfish make a distinct migration between the shallow and deeper waters and this is related to a number of outside influences, like food availability and water temperatures, as well as to their inborn reproductive instincts.

Migration would obviously have a profound effect on catches if the crawfish move out to deeper water when

temperatures fall, and into shallower water for the mating season, as it is said they do. We have a lot to learn about the crawfish.

## Crab claws

Arguments are raging around the coast about the practice of landing crab claws. One member has even asked a question in the House of Commons and suggested that the landing of claws alone should be banned.

The problem first reared its head when Belgian beam trawlers working in the North Sea landed boxes of crab claws at Grimsby. The North-Eastern Sea Fisheries Committee complained that, if this practice grew more popular, it could eventually affect the crab catches along the Yorkshire coast.

The landings of claws so far

have been small, totalling around 120 cwt., but this must still represent a fair number of crabs. Even so, what can be done?

The crabs are taken outside our waters and the Grimsby fish merchants seem keen to buy them — prices up to 80 p.cwt. have been paid.

The landing of crab claws in the south-west is quite common. When crabs are caught in the tangle nets it is easier to rip off the claws than to try to get them loose whole. The bodies are broken up and the fresh claws sold ashore.

Some people argue that there could be a conservation problem here, but in my opinion a fisherman can do what he likes with his crabs providing they are the legal minimum size. If there is no market for the bodies then the claws alone should be sold. You will find many fish shops in the south selling spider crab claws.

## Starfish feeding

There have been large numbers of starfish on the beach near me these last few weeks. They moved on to a small bed of mussels and have been feeding away.

The heavy damage done to the shellfish industry by starfish predation has roused great interest in the creatures, particularly in the way they manage to get into tough, tightly closed bivalve shells. There are two suggestions as to the method they use.

The first is the "toxin"

theory, that the starfish release a chemical that relaxes the adductor muscle of the shellfish (this normally holds the shell closed). The second theory, the "suction" theory, is the one accepted by most biologists. In tests, with the rapid opening of shells, under laboratory conditions, tremendous forces were recorded.

As well as shellfish, starfish feed on oysters and snails, small crustaceans, shrimps, worms and other dead marine animals.

However, because of its size of its mouth, which is in adult starfish is only about 1 in. in diameter, it can only take in tiny pieces of food.

To compensate for this handicap, Mother Nature provided the starfish with another absolutely unique method of feeding. After the shells of the oyster or mussel have been opened, the starfish is able to extrude its stomach inside the shells and digest the soft, body tissue of its prey.

As soon as the oyster is eaten, the starfish stomach is withdrawn and it moves on to find more food.

A single, medium-sized starfish can destroy as many as five one-year-old oysters every day. No wonder starfish are the oysterman's public enemy number one!

TRAPPED

# Unload 'smelly' crabs elsewhere, fishermen told

CHESTS of crabs left by Salcombe fishermen on a boat park cause congestion, a smell and are "alive with flies," according to the port's harbour sub-committee.

Members are to ask the fishermen not to unload their crabs on the Creek Boat Park, but to move instead to either Whitestrand or Chapel End.

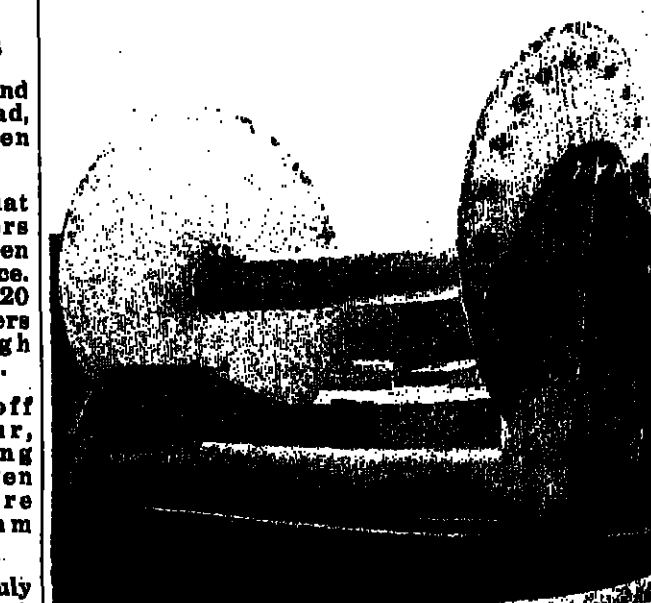
The harbourmaster, Captain Jim Blazebay, said the fishermen often left their

catches some time before the were taken away and the chests, each containing 15 lb. of crab, were "alive with flies."

The slipway at the Creek Park was often blocked by the unloading operation, which brought with it smells and slime.

Mrs. H. V. Rickard described the smell as "potent" and said it "made people sick." She hoped the operation would not be allowed to continue for the rest of the holiday season.

## Net drum for 'Madrid'



THIS is the net drum being fitted to Consolidated Fishing Ltd's 'Madrid' which is being converted from a Grimsby trawler to a near-water industrial trawler or motorboat. She is the port's first distant water vessel to be converted.

# OLD NET FIRM'S REPUTATION LIVES ON

GRIMSBY seiner owners and agents Allard, Hewson & Co. Ltd. is rapidly building up a reputation for seiners which are regularly capable of quality catches.

As is so often the case, most of the glory is heaped on the vessels and skippers — the small staff of dedicated employees whose work ashore keeps the vessels at sea is overlooked.

One of the firm's departments, however, is hitting the headlines — the net making shop.

Older readers may well recall the Grimsby seiner owned by Harry Franklin Ltd., which built up a tremendous reputation throughout the British Isles for its nets. For generations the name of Franklin was synonymous with quality nets of all descriptions.

In 1972, however, Franklins sold out its fishing interests and one of the first departments to seemingly disappear was the net-making section.

In fact, it merely lay dormant and, having been bought up by the Allard, Hewson & Co. Ltd. set-up, concentrated on nets for the firm's fleet of seiners.

A few local skippers, who knew they could expect the same first-rate service from Allards as they had had from Franklins, still bought nets.

Managing director, Derek Allard, retained his experienced staff. The firm has long-term servants like net foreman, Les Gorman, and Betty Booth, who has just completed 35 years as a braider and net fixer, at the helm. So, slowly, the word that you could still get a Franklin net filtered through the industry and orders began coming in again.



Above: Les Gorman, foreman of the net department, inspecting the meshes of a completed pair trawl.

Right: learning the ropes of braiding are teenagers Susan Johnson (left) and Maureen Carter. The firm has recently taken on more staff and prefers to train school leavers.

Below: Miss Betty Booth, with 35 years' experience in the net department, working on a seine net.



The recent interest in pair trawls by Scottish skippers has been a big boost to the firm whose own design, based on the original Danish type (but with certain modifications) has been selling almost as quickly as it can manufacture the nylon nets and rigging.

At the same time, Danish fishermen are taking a very keen interest in the Allard, Hewson seine nets. They are now much cheaper than the similar Danish product, because of the difficulties of the pound, and a whole new export market looks as though it could open up here.

The firm has recently had to take on more staff and



Below: Miss Betty Booth, with 35 years' experience in the net department, working on a seine net.



## Devon skipper catches big fine

FISHING inside the three-mile limit with a boat just 8ins. too long cost Dennis Kimble, of Brixham, £105 at Torbay Magistrates' Court on August 23.

Mr. Kimble admitted being in charge of *Lady Iris* when she fished within the limit — in contravention of Devon Sea Fisheries Committee By-law No. 4 — on April 27 and May 3.

The by-law allows craft of up to 60ft. to fish within the limit. The registered length of *Lady Iris* is 60ft. 8in.

Mr. Kimble was ordered to pay a fine of £40 on each charge and £25 costs.

See the Sea Fisheries Com-

## BOOKLETS FOR BEGINNERS

by John Burgess  
Answers to Questions about Boats, Equipment, Gear and Methods.  
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... Recalling some of the stories which appeared in our columns this week 50 years ago.

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NEW fishing bank found north west of Noop Head, Westray, by Aberdeen trawler *Nairn*.

THERE are fears that Scottish tern drifters will not be replaced when they go out of service. Most boats are 15-20 years old and skippers cannot earn enough money to replace them.

TWO boats sink off Seaham harbour, Durham, in strong westerly gale. Seven crew members were rescued by Seaham lifeboat.

AVERAGE catch for July dropped by 181,782 cwt. according to official statistics.

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